Amendments to the Claims: This listing of claims will replace all prior versions, and listings, of claims in the application

Listing of Claims:

1-24 (Cancelled)

25. (New) Hydraulic unit for slip-controlled brake systems, comprising:

an accommodating member having a first housing surface, a second housing surface angled relative to the first housing surface, and a third housing surface opposite to the second housing surface;

a first row of inlet valve-accommodating bores that open into the first housing surface;

a second row of outlet valve-accommodating bores that open into the first housing surface;

at least one braking pressure generator port that opens into the second housing surface;

at least one wheel brake port that opens into the second housing surface;

a pump-accommodating bore arranged in the accommodating member and extending transversely to the inlet and outlet valve-accommodating bores, generally parallel to and between the first and second rows of valve-accommodating bores;

a motor-accommodating bore arranged in the accommodating member and directed to the pump-accommodating bore;

an accumulator-accommodating bore that opens into the third housing surface and extends transversely to the inlet and outlet valve-accommodating bores with the second row of valve-accommodating bores positioned between the accumulator-accommodating bore and the pump-accommodating bore;

a third row of valve-accommodating bores arranged in the accommodating member between the first row of valve-accommodating bores and the second housing surface, the third row of valve-accommodating bores including an electric change-over valve-accommodating bore which is hydraulically linked to the pump-accommodating bore by way of a portion of a suction channel that traverses the first row of valve-accommodating bores; and

a plurality of channels interconnecting the valve-, pump- and accumulator-accommodating bores and the at least one braking pressure generator port and the at least one

wheel brake port to provide a hydraulic connection between the at least one braking pressure generator port and the at least one wheel brake port.

26. (New) Hydraulic unit as claimed in claim 25,

wherein the third row of valve-accommodating bores includes a separating valve-accommodating bore which is connected to the electric change-over valve-accommodating bore.

27. (New) Hydraulic unit as claimed in claim 26,

wherein the separating valve-accommodating bore is connected to the electric change-over valve-accommodating bore via a transverse channel.

28. (New) Hydraulic unit for slip-controlled brake systems, comprising:

an accommodating member having a first housing surface, a second housing surface angled relative to the first housing surface, and a third housing surface opposite to the second housing surface;

a first row of inlet valve-accommodating bores that open into the first housing surface;

a second row of outlet valve-accommodating bores that open into the first housing surface;

at least one braking pressure generator port that opens into the second housing surface;

at least one wheel brake port that opens into the second housing surface;

a pump-accommodating bore arranged in the accommodating member and extending transversely to the inlet and outlet valve-accommodating bores, generally parallel to and between the first and second rows of valve-accommodating bores;

a motor-accommodating bore arranged in the accommodating member and directed to the pump-accommodating bore;

an accumulator-accommodating bore that opens into the third housing surface and extends transversely to the inlet and outlet valve-accommodating bores with the second row of valve-accommodating bores positioned between the accumulator-accommodating bore and the pump-accommodating bore;

a third row of valve-accommodating bores arranged in the accommodating member between the first row of valve-accommodating bores and the second housing surface, the third row of valve-accommodating bores including an electric change-over valve-accommodating

bore which is hydraulically linked to the pump-accommodating bore by way of a portion of a suction channel that traverses the first row of valve-accommodating bores and a separating valve-accommodating bore which is connected to the electric change-over valve-accommodating bore; and

a plurality of channels interconnecting the valve-, pump- and accumulator-accommodating bores and the at least one braking pressure generator port and the at least one wheel brake port to provide a hydraulic connection between the at least one braking pressure generator port and the at least one wheel brake port,

wherein the separating valve-accommodating bore is connected to an inlet channel that leads to the first row of valve-accommodating bores and opens into the bottom of one of the valve-accommodating bores of the first row which is designed as a blind-end bore.

29. (New) Hydraulic unit as claimed in claim 28,

wherein the inlet channel extends along the first row of valve-accommodating bores to a noise damping chamber that opens adjacent to the pump-accommodating bore into a fourth housing surface into which the pump-accommodating bore extends.

30. (New) Hydraulic unit as claimed in claim 29,

wherein a pressure channel extends radially through the pump-accommodating bore at an outside end of the pump-accommodating bore toward a blind-end bore of the noise damping chamber.

31. (New) Hydraulic unit as claimed in claim 25,

wherein the pump-accommodating bore is penetrated by the suction channel in the direction of the accumulator-accommodating bore, with the suction channel opening into the bottom of the accumulator-accommodating bore.

32. (New) Hydraulic unit as claimed in claim 31,

wherein the portion of the suction channel positioned between the pump-accommodating bore and the accumulator-accommodating bore is adapted to receive a non-return valve opening in the direction of the pump-accommodating bore.

33. (New) Hydraulic unit for slip-controlled brake systems, comprising:

an accommodating member having a first housing surface, a second housing surface angled relative to the first housing surface, and a third housing surface opposite to the second housing surface;

a first row of inlet valve-accommodating bores that open into the first housing surface;

a second row of outlet valve-accommodating bores that open into the first housing surface;

at least one braking pressure generator port that opens into the second housing surface;

at least one wheel brake port that opens into the second housing surface;

a pump-accommodating bore arranged in the accommodating member and extending transversely to the inlet and outlet valve-accommodating bores, generally parallel to and between the first and second rows of valve-accommodating bores;

a motor-accommodating bore arranged in the accommodating member and directed to the pump-accommodating bore;

an accumulator-accommodating bore that opens into the third housing surface and extends transversely to the inlet and outlet valve-accommodating bores with the second row of valve-accommodating bores positioned between the accumulator-accommodating bore and the pump-accommodating bore;

a third row of valve-accommodating bores arranged in the accommodating member between the first row of valve-accommodating bores and the second housing surface, the third row of valve-accommodating bores including an electric change-over valve-accommodating bore which is hydraulically linked to the pump-accommodating bore by way of a portion of a suction channel that traverses the first row of valve-accommodating bores; and

a plurality of channels interconnecting the valve-, pump- and accumulator-accommodating bores and the at least one braking pressure generator port and the at least one wheel brake port to provide a hydraulic connection between the at least one braking pressure generator port and the at least one wheel brake port,

wherein a return channel opens into the bottom of the accumulator-accommodating bore, said return channel being connected at least to one of the second row outlet valve-accommodating bores and arranged directly adjacent to the accumulator-accommodating bore.

34. (New) Hydraulic unit as claimed in claim 33,

wherein each second row outlet valve-accommodating bore is configured as a blind-end bore, at the bottom of which a respective return channel connects to the accumulator-accommodating bore.

35. (New) Hydraulic unit as claimed in claim 33,

wherein the return channel extends past the pump-accommodating bore radially or tangentially through the second row outlet valve-accommodating bore to a respective first row inlet valve-accommodating bore and is connected to the wheel brake port by means of a wheel pressure channel extending past the third row of valve-accommodating bores.

36. (New) Hydraulic unit as claimed in claim 35,

wherein a portion of the return channel extends radially or tangentially through the second row outlet valve-accommodating bore, past the accumulator-accommodating bore to a pressure sensor accommodating bore in the third housing surface.

37. (New) Hydraulic unit as claimed in claim 25,

further comprising a pump suction damper blind-end extending into the accommodating member adjacent to the third row of valve-accommodating bores, said pump suction damper blind-end bore being connected by way of a pressure channel to the electric change-over valve-accommodating bore.